

ATTENDEES NAME

ORGANIZATION

STAFF

TITLE

Doug called the meeting to order.

1. APPROVAL OF MEETING MINUTES

Steve moved to approve the minutes from the March 27 and May 22, 2012 CPC meetings. **Curt** seconded and the minutes were approved as submitted.

2. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES

Metropolitan Transportation Plan for 2040: Completing Our Streets

Doug said this document has a lot in it. Previously, the transportation plans focused only on road projects. This plan does have road projects in it but it also has projects related to sidewalks, trails, bike lanes, and an extensive chapter and discussion on transit. The plan also talks about rail and the airport. It is an intermodal plan.

Larry asked if the plan is compatible with the Chamber report that Ryan O’Gara referred to at another meeting.

Doug said he does not have a copy of that report so he is not sure.

Larry said the Chamber report has some good information in it and that it should be incorporated into this plan.

Doug pointed out that this plan was adopted in June so the plans are probably similar.

Larry said the Chamber plan addresses greenspace.

Steve asked Larry if he is talking about the Community of Choice plan. If that is the case, he thinks John Thomas and Sallie Fahey were involved in those talks because they are quoted several times in the report.

Larry said the report stated high speed rail is a weakness.

Doug said the document is on the APC web page and added that the document took well over a year to complete. He went on to say that the plan deals with environmental justice, functional classification and includes a review of environmental analysis. He said the document was adopted by APC and then it was presented to all the six member jurisdictions. They all adopted the plan. The plan can now be recorded as part of the county's Comprehensive Plan. One of the good things about the plan is that we now have a Complete Streets policy in effect and new local projects using Federal money will have to meet the Complete Streets policy. We also opted to set aside 10% of any Federal money we received for sidewalk, trail, and bike projects.

Steve commented that the Communities of Choice report praised the Complete Streets portion of the plan.

Larry feels the more landscaping you have on a trail the more the trail will be used. He added that most of the West Lafayette trails are landscaped and most of the Lafayette trails are not. Trail landscaping is supposed to be designed for you to look at approximately 100 feet down a trail.

3. PROGRAM

2012 Annual Listing of Projects

Doug said this document is put together annually and it is a USDOT requirement. It shows where all our Federal road transportation money goes. Many other MPOs just have a list of road projects and funding information. We have taken the document several steps beyond that and provide information on how much of our gas taxes (18.4 cents) actually goes to the Highway Trust Fund. We also provide more detailed information on state and local projects as well as transit projects.

Steve asked if all the ramps and sidewalks were part of the SR 26W project.

Doug replied that they all were part of the project. He said the ramps and sidewalks had to be brought up to code because the state is going to be transferring the road over to Tippecanoe County. He went on to say the cost of construction alone for the Concord Road/Maple Point Extension projects is over \$4,000,000 and \$3,250,000 of that is Federal funds. He then gave a general overview of the type of projects that are included in the document. It also highlights projects that have bicycle facilities or amenities that are being built. The plan covers each individual project and gives specific information on each project with regard to cost, accommodations, and contractor information. It shows when a project was let for construction and the target completion date. He went on to say that an aerial photo is included for each project. It also gives a summary of projects that were completed during the fiscal year and we are trying to provide before and after photos of completed projects. He said we are the only MPO in the state that takes the report to this level.

Larry said he was under the impression that SR 26 West through the Purdue campus was going to be made a pedestrian area.

Doug said that started about seven or eight years ago when Purdue did its Campus Master Plan and the ring road was devised. In order to prevent vehicles from continually using SR 26/State Street and direct the traffic more on the outside ring road; the plan was to shut off vehicular (not bus) traffic off the middle section of State Street. Since then the Purdue Campus Master Plan has been updated and they are no longer doing it in the middle but rather just east of Airport Road. Purdue plans to remove one block of State Street just east of Airport Road.

Curt said closing off that one block of State Street would essentially close it off to through traffic.

Doug said Purdue is revisiting their plan right now and a consultant has been hired to look at the entire campus ring road system. APC is working on updating the traffic model to see which scenarios will work and what scenarios won't work.

Steve remembers that there was talk about one-way pairs and if they could use River Road.

Doug said that is still up for debate.

2010 Adjusted Urban Boundary Map

Doug referred to the maps on the table and said the Decennial Census takes a count throughout the United States and delineates our urbanized area. Based on population per square mile, the Bureau then comes up with a new urban area boundary. We are allowed to adjust the boundary because everything on the outside of the urban boundary will use rural funds and all projects in the urban area will use urban funds. The location of a project inside the urban boundary will be an urban design. He explained that this map is basically the same as the previous one with only a few minor adjustments.

Larry feels the boundary is short-sighted because the city is growing and he thinks we may waste a lot of money.

Doug explained that we do this every ten years and we look at this with regard to growth. We are fairly certain Lafayette will not extend its sewer lines much further south because they are near capacity now.

Curt asked if the green boundary line is the current census boundary or after the adjustment.

Doug said the boundary shown is after it was adjusted. We added the area that includes Benjamin Crossing and the subdivisions to the south as well as the industrial area along Veterans Memorial Parkway on out across US 52.

Curt believes the census people did not see the density there so they did not include it in the urbanized boundary.

Doug said that is correct and explained that the reason is because they calculated the density by persons per square mile. An industrial area like this would not show up. He went on to say that the area around US 231 by South River Road was expanded. We also expanded an area into Shadeland to pick up the developed part. There was an area added north of County Farm Road on CR 600N.

Vicki asked if the yellow lines are the Census defined urban boundaries.

Doug said the yellow lines delineated the cities (municipal limits). The green line is the boundary we use in transportation to decide which funds to use when planning projects.

Larry asked if the rural or urban area has more funds.

Doug said we get around \$4,000,000 for the urban area and projects in the rural area compete with all the other projects around the state. We control the funds inside the urban boundary and that is where most of our major road projects are.

Larry said he would like to see Tippecanoe County adopt a landscape plan for the area. He thinks the green line can be used for that purpose.

Doug pointed out that the City of Lafayette now controls a portion of US 52 from Beech to Teal Road. It is no longer a state road.

Curt asked if the road is still called US 52.

Doug said that portion is no longer US 52. It is the same thing with SR 26. SR 26 disappears from the interstate until you get to the bridges that cross the Wabash River.

Larry asked if there are plans to tear out the jersey barriers on SR 26 from US 52 to the Interstate.

Doug said that is now the mayor's decision.

Larry said he talked with the mayor and could not decide whether to put in a landscaped median or a gully with rain gardens.

Doug said technically SR 25 North by the Hoosier Heartland is no longer the state road. When the Hoosier Heartland opens up, the county will be maintaining the old state road.

Steve asked what will happen with SR 225.

Doug said SR 225 will remain signed and just stop at Old SR 25. He believes we will see the signs disappear and it will not be an officially signed state road. It will still be maintained by the state. He is sure the county will not take that road over because the county does not want to replace the bridge.

Larry said SR 25 to Delphi would be a good bike trail because Delphi is going to grow toward Lafayette.

Doug said that we have addressed that in our plans. There is a trail along North 9th Street that stops around US 52. We are planning a paved trail along 9th Street to connect to Swisher, go into the park system where it will be taken all the way up to Pretty Prairie. At that time we figure that we will build some type of trail to connect to Delphi. The Wabash Heritage Trail is not desirable because the trail is on easements and the property owners are only allowing pedestrian traffic on it. There is a lot of work that is needed to bring the existing trail up to bicycle standards. When completed, the trail will allow you to go from Riehle Plaza all the way to Delphi.

Larry wonders if there will be a fee to use the trail portion that runs through the state park.

Hot Spots

Doug said this is everyone's opportunity to tell us their traffic concerns or problem areas.

Larry said we need to eliminate all the crossovers on SR 26 from US 52 to I-65 and install roundabouts because the left turn lanes are a waste of time. He thinks there should be a bridge over Creasy Lane. He thinks another hot spot is where you turn out of Wal-Mart on SR 26 and head east. It is a narrow lane and then goes to three lanes one block later. An additional lane at the exit would eliminate some of the traffic tie-ups. He went on to say that we need to get rid of the sidewalk under the I-65 bridges on SR 26. He used the white board to explain what he is talking about.

Doug said that the sidewalk in the middle that is referred to is actually not a sidewalk but a safety area for the bridge supports.

Curt and **Steve** said the traffic lights on US 52 west of Yeager Road in West Lafayette need to be timed in both directions.

Larry thinks Twyckenham, Brady Lane and Creasy Lane need to have one name. Frontage Road is also a hot spot where all the hotels are located. There are people walking in that area all the time and sidewalks are needed. A crosswalk is needed at SR 26 and Frontage Road.

Curt pointed out that there is a sidewalk on the south side of the road.

Larry said there is no way for pedestrians to cross SR 26.

Curt said the recent annexation solved some jurisdictional issues. All the work in that area was planned about four years ago. It is easier to make a change when it is planned rather than after the fact. He believes that area was recently added to the urban area.

Larry said he did the review on the functionality on SR 26 in 2002 and added that Frontage Road has been in the city ever since he has been in Lafayette.

Doug said we received the last Urban Boundary Map in 2003 and it took INDOT until 2007 to adopt it. It followed the 2000 census and at that time the Census had a different formula for calculating density.

Larry suggested that there should be a northbound access off I-65 from the south directly to the IU hospital. An access from the north could be on Union Street and that would take people all the way to Purdue.

Vicki said there are no bike or pedestrian facilities on County Farm Road to the three schools. She has seen kids walking on County Farm Road.

Curt said there is a wide shoulder on County Farm Lane south of CR 600N.

Vicki said with traffic going 50 mph, the shoulder is not wide enough and the shoulder actually gets narrower as you travel into town.

Steve thinks the shoulder narrows because the road goes to an urban cross-section.

Vicki added that there are no sidewalks by the soccer fields.

Doug said that entire area is addressed in the Metropolitan Transportation Plan. We have recommended bicycle facilities, a trail going well past CR 600 North, and sidewalks.

Larry thinks a sidewalk is needed by Faith School in Lafayette on CR 500E over to CR 50N.

Doug said that is also a recommended project in the plan.

Larry thinks Ferry Street should be extended to US 52 because there is a bottleneck traveling on SR 26.

Doug asked Larry if he is going to buy VonTobels in order to do that.

Larry said that it still needs to be done and there is no guarantee that VonTobels will be here in 2040.

Doug said we looked at that project at one time but found it was not feasible.

Larry also thinks Kossuth Street should be extended to Creasy.

Doug said that cannot be done because Caterpillar is in the way. Even though Cat has sold some of its land they do not want a road near their plant for security reasons.

Steve thinks Alcoa should have moved their entrance by moving the stoplight up the McCarty Lane intersection.

Curt pointed out that there are traffic problems only at shift change.

Larry does not think Cat owns the property all the way to McCarty Lane.

Doug explained that Cat owns it all including the area around the soccer fields. The only thing Cat sold was the land that was subdivided at the corner of McCarty and Creasy for the medical buildings and the Pavilions.

Larry suggested approaching Cat about selling right-of-way.

Curt thinks we need better pedestrian crossings in the State Street/Northwestern Avenue area and on River Road. There are too many vehicles and pedestrian traffic around campus. He thinks they need to eliminate the through traffic but still provide a way for people to get to their destinations. There are too many through streets and travel options. He is sure these issues are being addressed. He would also like to see the trail built along River Road.

Doug said the trail part is built but the part of it that goes from the Fort is for both pedestrian and cyclist. At some point the trail splits and the cyclists use the road and pedestrians use the trail along the river.

Curt said the road shoulders are narrow. He agrees that it is better than it was and would have liked to shoulders to be as wide as those further to the west.

Steve thinks that might be due to right-of-way issues.

Curt said there is a similar problem on Pretty Prairie. He would like to see 2' wide shoulders.

Doug explained that the Pretty Prairie resurfacing project was done with ARRA money so it had to be done within a short time frame and the road could not be widened.

Curt said the curves on Soldiers Home Road at Westport are very narrow and it is dangerous to ride bikes there.

Doug said West Lafayette is planning to upgrade that whole area and its next major project is Happy Hollow Road. He added that Dave Buck is also dealing with the Purdue ring road as well.

Curt said the road was just resurfaced so he does not see that being done in the near future.

Steve said the number of people turning at Kalberer and Morehouse is making it difficult for traffic to turn on or off at Kalberer. People are actually using the cemetery as a shortcut. He also thinks the angled road heading into that intersection needs to be gated off. Some sort of traffic control is needed there.

Vicki said there is a problem where you turn into the day care from US 52.

Steve agrees that there are so many directions of traffic that you constantly have to look back and forth in order to make that left hand turn. He agrees that traffic on Kalberer backs up sometimes during rush hour. He thinks an extra turn lane going into town would be beneficial.

Vicki asked if one of the driveways into the daycare could be eliminated.

Doug said the transportation plan recommends an additional turn lane that goes north and a turn lane to turn onto Kalberer.

Vicki said buses have a hard time making the left turn onto Kalberer because the road is narrow. If there is a car on Kalberer, the buses have to wait till it turns.

Curt thinks the stop line can easily be moved back.

Steve thinks you would still have to pull up in order to see the traffic on Morehouse. He then said the traffic turning into Wal-Mart at Cumberland and US 52 is getting backed up again. He thinks a second left turn lane off US 52 is needed. The apartments are adding to that problem and with the Cumberland extension project, the problem will only increase.

Curt thinks that flow may change with new US 231.

Larry said it is difficult to turn into the convention center on Cumberland.

Steve said there are no protected turns off Cumberland and there is a sight problem when going up the hill and trying to make a left turn to go north on US 52.

Larry thinks a roundabout is needed at 5 Points. He added that there are many turn lanes that are too short on US 52 especially at Greenbush and Union.

Vicki agreed and said the left turn lanes from either direction on Salisbury to US 52 are too short.

Curt said he would love to see the double left turn lanes on Salisbury at US 52 come back. He pointed out that the right turn lane is underused.

Larry said we need bicycle trails on South Street and US 52.

Curt said he would be happy to just see sidewalks on US 52. He knows Jenny Miller tried to get the state to do that.

Larry quoted environmental statistics and said we have to maintain the air quality and to do that we have to plan for trees in the city. World population is increasing and there will be billions more in the future.

Anna said that even though overall population is still increasing it is increasing at a lower rate. Fertility rates have gone down.

Curt pointed out that Shadeland is not part of the MPO and asked how Shadeland can be in the urban area.

Doug replied that the census shows part of Shadeland to be in the urban area.

Curt wonders if Shadeland is sufficiently dense to meet the urban cross section requirements.

4. QUESTIONS, COMMENTS AND SUGGESTIONS:

None

5. ADJOURNMENT:

Doug thanked everyone for coming.

The next meeting is Tuesday, November 27, 2012.

The meeting adjourned at pm.

Respectfully submitted,

Reviewed by,



Linda Underwood
Recording Secretary



Doug Poole
Senior Transportation Planner